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No. 16,589. 號九十八百五十六萬零第 日三初月六年三統宣 HONGKONG, WEDNESDAY, JUNE 28TH, 1911. 三拜禮 號八廿月六年一十百九十一英港香 PRICE \$3 PER MONTH.

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[a30-4]

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under Hongkong Ordinances and under Life
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Assets ... \$415,250.00
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Total Security to Policyholders ... \$216,913.00

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and the
District Secretary, Philippines.
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[a351]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT,
In Casks 375 lbs. net
In Bars 250 lbs. net
SHEWAN, TOMES, & CO.,
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Hongkong, 29th April, 1911. [a792]

DAVID GIBBON & SONS' MERCHANT NAVY
NAVY BOILED LONG FLAX
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PEAK TRAMWAYS COMPANY, LIMITED.
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WEEK DAYS.
8.00 a.m. to 8.00 p.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the
Company's Office, Alexandria Buildings, Des
Venus Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 16th June, 1911. [a545]

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Codes used: A.B.C., 4th, 5th Edition, Lieber's, Scott's, A. I., and Watkins.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 601.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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106 buildings, principally of brick and steel, 355 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.19 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 500 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a713]

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N.B.—There will be no MORNING STEAMER from MACAO or
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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	Floating Docks.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
Breadth	" 56 "	" 66 "
Draft	" 22 "	" 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[a761]

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No. 17A, QUEEN'S ROAD CENTRAL.

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CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.

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ARE NOW SHOWING NEW AND ARTISTIC DESIGNS IN
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SIDEBOARDS, DINNER WAGGONS, EXTENSION DINING
TABLES, DINING CHAIRS, BEDROOM SUITES,
WARDROBES, HALL STANDS, HALL CHAIRS,
FANCY WRITING TABLES, FOLDING CARD TABLES,
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[a28]

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[a26]

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[a733-3]

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PHOTO GOODS of every description, EASTMAN
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FRESH KODAK FILMS IN STOCK.

DEVELOPING AND PRINTING A SPECIALTY.

[a257]

KELLY & WALSH, LTD.

The SPHERE" Special Coronation Number; Coloured Plates	82.25	A Priestess of Humanity, by Mrs. Stanley Wrench	81.75
The ILLUSTRATED LONDON NEWS" Coronation Record Number; Coloured Plates	2.25	Mrs. Thompson, by W. B. Maxwell	1.75
"Black and White" Coronation Souvenir	80	The Street of To-day, by J. Masfield	1.75
The Portrait Book of Our Kings and Queens, 1908-1911	4.50	The Stolen Lady, by A. & C. Askew	1.75
Cassell's Royal Academy Pictures; Complete Volumes	4.50	He Is Risen, by C. Morris	1.75
Pictures of the Year	80	Burning Daylight, by Jack London	1.75
The Paris Salon	2.25	The King Over the Water, by J. H. McCarthy	1.75
Catalogue Illustré du Salón	6.00	The One Way Trail, by Ridgwell Cullum	1.75
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The WOMAN'S BOOK, Contains Everything a Woman Ought to Know	4.50	Herbert Spencer's First Principles; 2 Volumes	81.75
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SPECIALITIES:

DRY GINGER

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STONE
GINGER BEER,PYERIS-Sparkling
Mineral Table Water.

A. S. WATSON & CO.
LIMITED,
HONGKONG.

between us and the problem that "contact with China would create." It is pointed out that the Chinese forward policy has not been entirely military. Pacific penetration has formed part of the programme. "Everywhere amongst the Daillas, as much as among the Shans, bodies of Chinese settlers have been pushing forward, some from Szechuan, some from Yunnan." This has been especially the case since the creation by China of an Imperial Commissionership for the Frontier. We are told that it is not to be supposed that the barbarous tribes have not resented this. "Stories have come through from the missionaries on the Chinese frontier of newly-settled villages being wiped out and of subsequent reprisals by the new foreign-trained soldiery on a scale and in a fashion that has deeply impressed the barbarians." Lord MINTO not long ago compared the Chinese encroachments on the North-East frontier of India with the advance of the Russians in Central Asia, which, prior to the Russo-Japanese war, excited the apprehension of Anglo-Indian soldiers and statesmen. But we are inclined to think the comparison a little over-drawn, though we note that in the protests recently made against the rumoured intention to reduce the Indian Army, the rapidly changing conditions on the North-East frontier have been cited among the factors which demand the maintenance of the Army in India at its present strength at least. It would probably be found, we think, that this movement of Chinese into the buffer States is due to economic causes. The suppression of poppy cultivation in the Colony to which all classes of the community are occasionally exposed has just been reported to the police. The victim on this occasion was a Japanese who had just arrived in the Colony. He was walking along the eastern portion of the Road on Sunday afternoon and, as the day was warm, he was carrying his jacket over his arm. Four Chinese, apparently coolies, passed him but they had no sooner passed than they attacked him from the rear. One caught him by the throat and attempted to throw him to the ground, and the other assisted. The old man offered a stout resistance and dropped his jacket to the ground. One made off with it, and the others joined him. The Japanese attempted to run after him. He found his jacket on the ground, but his pocket-book containing over \$130 had been extracted. As this represented the old man's total wealth, being money with which he had intended purchasing a business here, he was almost bereft of his reason, a fact which accounts for his delay in reporting the matter to the authorities.

The Bureau of Agriculture in the Philippines now has ready for distribution between 30,000 and 40,000 Para rubber seedlings.

Mr. E. F. Crowe, the Commercial Attaché to the British Embassy at Tokyo, who has just been made a Companion of the Order of St. Michael and St. George, visited Manchester on the 25th ult., and talked with members of the Chamber of Commerce and other manufacturers interested in the commercial relations between Great Britain and Japan. He discussed with them the possibilities and the means of increasing the proportion of British trade.

EUROPEAN COMMITTED FOR TRIAL.

At the Magistracy yesterday James Fraser, unemployed seaman, appeared on remand to answer a charge of cutting and wounding, and attempting to do grievous bodily harm to William Hudson, seaman, at the Sailors' Home on June 20th.

Dr. Koch described the wounds on Hudson. There was one incised wound five inches long on the left arm and another four and a half inches long. These were probably caused by a sharp instrument. An ordinary razor would have caused the wounds.

Defendant said that when he had a certain amount of drink he lost his senses, having at one time had his skull fractured.

Defendant called a witness who testified that when Fraser got a few drinks he was very disagreeable. When sober he was quiet. He suffered from depression.

Defendant was committed for trial.

ROBBERY ON BOWEN ROAD.

Another of those robberies on lonely roads in the Colony to which all classes of the community are occasionally exposed has just been reported to the police. The victim on this occasion was a Japanese who had just arrived in the Colony. He was walking along the eastern portion of the Road on Sunday afternoon and, as the day was warm, he was carrying his jacket over his arm. Four Chinese, apparently coolies, passed him but they had no sooner passed than they attacked him from the rear. One caught him by the throat and attempted to throw him to the ground, and the other assisted. The old man offered a stout resistance and dropped his jacket to the ground. One made off with it, and the others joined him. The Japanese attempted to run after him. He found his jacket on the ground, but his pocket-book containing over \$130 had been extracted. As this represented the old man's total wealth, being money with which he had intended purchasing a business here, he was almost bereft of his reason, a fact which accounts for his delay in reporting the matter to the authorities.

Mr. Mo Cheung took some excellent photographs of Coronation scenes.

Three fresh cases of plague, all fatal, were reported yesterday. The total for the year now stands at 172.

A European engineer residing in Daddell Street reports to the police that during the past month his boy has made away with clothing to the value of \$45.

Leave of absence on private affairs to neighbouring countries has been granted to Captain Warden, 1st Batt. K.O.Y.L.I. from June 28th to August 16th.

Yesterday morning the dead body of a Chinese male child about five months old was found at the corner of Queen's Street and Ko Shing Street. The body had apparently been dumped.

The return of visitors to the City Hall Library and Museum for the week ending the 25th June, 1911, shows that of non-Chinese there were 251 to the Library and 121 to the Museum, and of Chinese 105 to the former and 10,779 to the latter. The library was, therefore, visited by 35 persons and the Museum by 10,900.

At the Magistracy yesterday the proprietor of the Dragon Cyclo Works was summoned by a court for having ridden over him with his motor car. The defendant, C. Luritza, stated that the compainant refused to move out of the way, and as the motor car slowly passed him it struck the bamboo which he was carrying. His Worship dismissed the summons.

The troubles of the police in Hongkong are needlessly increased by the many fictitious reports which are made to them. On May 19th a report was made to the Hongkong police that a junk which left Hongkong for Sta. U Chang in Chinese territory had been pirated near Ta Liang and the cargo valued at \$134 taken away by the robbers. It now transpires that the bat people had got into difficulties and had given away the rice which formed the cargo as compensation for services rendered, and then invented the report of a robbery.

The Garrison Orders state that a letter has been received from the chairman of the Coronation Celebrations Committee, Sir Francis Tiggott, in which the Committee tender their most cordial thanks to the officers who, by their untiring efforts, assisted the Committee in carrying out the difficult part of the programme confided to them, and on which the ultimate success so largely depended. The Committee would also thank the non-commissioned officers and men for their help in connection with the site in the Public Gardens. Sir Francis would also like to add his personal thanks to the officers on the Committee for the great assistance he received in working out the manifold details.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ANOTHER AMERICAN SAILOR
MURDERED AT YOKOHAMA.

TOKYO, June 25th. The body of a gunner named Root, from the United States cruiser *Albany*, has been found in the harbour at Yokohama with his legs bound, suggesting murder.

The body appears to have been submerged about a fortnight.

THE AMERICAN MINISTER
TO PEKING.

PEKING, June 27th. Mr. Calhoun, the American Minister, departed to-day, proceeding on furlough to America via Paris and London.

[THROUGH REUTER'S AGENCY.]

THE GALA PERFORMANCE.

LONDON, June 27th. The gala command performance at Covent Garden was incomparably the most brilliant ever known. The glittering arrays of the Royalties present and the blaze of colour represented by all the uniforms of the world made a memorable scene.

THE NEW FRENCH CABINET.

LONDON, June 27th. M. Caillaux, the new Prime Minister of France, includes in his programme Bills for the delimitation of the Champagne Districts and for Electoral Reform.

It is understood that M. Delcasse retains the portfolio of the Ministry of Marine.

THE VETO BILL.

PROJECTED AMENDMENTS IN THE
HOUSE OF LORDS.

LONDON, June 27th. Lord Lansdowne has given notice of an amendment to the Veto Bill providing for the submission to the electors of any measures affecting the existence of the Crown and Protestant succession, the establishing of National Parliaments, or other measures not approved by a Joint Committee.

Lord Cromer has given notice of an amendment providing for the appointment of a Joint Committee of seven members of each House, presided over by the Speaker.

The House of Commons will on the same day discuss the Declaration of London.

"The Westminster Gazette" announces that the State Insurance Bill must be passed this session. The questions raised are of the highest importance and members must be prepared for sacrifices. The journal urges that the Bill should be debated according to a careful time-table and should be concluded by a fixed date in August. All sides ought and must be heard.

Lord Londonderry will move an amendment excluding Home Rule from the operation of the Veto Bill.

LATER.

The amendments to be moved in the House of Lords have revived the political crisis in a most acute form.

The Unionist papers declare that the Government is placed in a dilemma: they have either to disclose the nature of the guarantees or resign.

The Liberals admit the position to be serious, but they are confident that the Government will act with promptitude to overcome the stubbornness of the Peers. They say that the Lords are mistaken in thinking that the Insurance Bill has detracted from the Government's popularity, or that the masses have been so impressed by the Coronation solemnities that the mind of the nation has been changed politically.

A NEW AUTHOR.

Admiral Li has turned from the honours of war to the more lasting honours of literary authorship. He has written a brochure of 24 pages and containing several thousand characters on certain military subjects. The front page contains a photo of this warrior, while the book itself is divided into two parts, the first being written in the high-flown literary style, while the second is couched in easy language, so that even the least educated soldier can understand it. The book has been distributed throughout all the barracks and camps of the Province.

CONFISCATED PROPERTY.

After the revolutionary trouble a large number of houses in which rebels or ammunition were found were sealed up and confiscated by the authorities. The Provincial Assembly is now come forward with a petition to the Viceroy to restore these houses to their former owners. The petition points out that though the owners may have been careless in their choice of tenants, yet the police were more so, for the police gave the tenants a certificate of residence (always done here) and failed to know anything about the arms and ammunition being smuggled in until the day of the seizure. There is a great deal of truth in these statements, but whether the Government will restore the confiscated property is a doubtful question.

The strike of transport workers in sympathy with the seamen is spreading.

Two thousand are out at Amsterdam.

The Carters and Dockers' Unions at Liverpool have decided to refuse to handle the goods of firms declining the demands of the seamen.

At Goole, in Sunderland, the dockers have come out on strike.

PROBABLE EARLY GENERAL
ELECTION.

LONDON, June 27th. The Secretary of the Midland Union of Conservative Associations says he has notified agents of the probability of an early General Election.

THE INTERNATIONAL SEAMEN'S
STRIKE.

CARTERS AND DOCKERS STRIKING
IN SYMPATHY.

LONDON, June 27th. The strike of transport workers in sympathy with the seamen is spreading.

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DEATH OF PRINCESS CLOTHILDE
OF ITALY.

We are informed by Sr. Galuzzi, the acting Italian Consul, that H. R. H. Princess Clothilde died on the 25th inst. Her Royal Highness, who was born in 1843, was a daughter of Victor Emanuel II., and married Prince Napoleon. She is mother of the present pretender to the throne of France.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN PREMIER RESIGNS.

LONDON, June 27th. Dr. Rich. Freiherr von Bienerth, President of Council in Austria, has resigned.

PERMANENT UNDER-SECRETARY
FOR THE COLONIES.

LONDON, June 27th. Sir John Anderson, G.C.M.G., Governor of the Straits Settlements, has been appointed Permanent Under-Secretary of State for the Colonies.

THE INTERNATIONAL STRIKE.

LONDON, June 27th. The census in Australia shows a population of 4,449,495 made up as follows:

New South Wales 1,643,212
Victoria 1,315,000
Queensland 603,908
South Australia 411,161
West Australia 280,316
Tasmania 190,898

SIR HORMUSJEE MODY, DECEASED.

We are authorised by the solicitors for the executors to state, as it will not be possible for some time to ascertain the full extent of the estate of the late Sir Hormusjee Mody, it has been temporarily sworn at the purely nominal sum of \$25,000, it being necessary for administration purposes that prompt representation should be obtained. Application has accordingly been made for a grant of letters of administration to Mr. Herbert William Looker as attorney for Sir Chattock Paul Chater, Kt., C. I. G., one of the executors.

In due course when the extent of the estate has been ascertained the necessary executive affidavit will be filed.

We are further authorised to state that, subject to certain specific bequests and provisions, the residue of the deceased's estate was bequeathed to the executors, Sir Thomas Jackson, Bart., Sir C. P. Chater, and Messrs. Hormusjee Cooverjee Satna and Dinshaw Nowrojee, who are also appointed trustees, in trust as to one-fifth for Lady Mody and as to the remaining four-fifths for her four sons, Morwanjee Mody, Nowrojee Mody, Jehangirjee Mody and Dinshawjee Mody, in equal shares. Owing to the testator's son, Morwanjee Mody, having predeceased him without issue, his one-fifth share became divisible between the widow and the other three sons. By a codicil to his will the testator provided for the fulfilment by his executors of his obligations in respect of the University.

THE CORONATION.

GREETINGS FROM THE PORTUGUESE
GOVERNMENT.

The Consul for Portugal in Hongkong has informed the Portuguese Colony by Express that he received on Thursday, 22nd inst., the following telegraphic message from the Republican Government:

"Lisbon, June 21st, 1911."

"Government sends on behalf of the nation a fraternal embrace to the Colony."

"BERNARDINO MACHADO."

CORONATION FESTIVITIES
IN MANILA.

Undoubtedly the most brilliant social event of the year in Manila was the Coronation ball at the Club, where the British colony received and entertained in celebration of the crowning of His Most Gracious Majesty King George in Westminster Abbey.

From 9.30 until long afterward Consul-General Willemen, Vice-Consul Park-Smith and pro-Consul Sidebottom received the long line of guests, who represented by the hundreds all the foreign colonies and the American population of the city. In fact, one of the most charming features of the occasion was this thorough cosmopolitanism.

Governor-General Forbes and his staff, members of the Philippine Commission, the supreme Court and other branches of the judiciary, the military chiefs and their aides, and the consular corps were there in full force to felicitate His Majesty's officers and loyal subjects on the Coronation of His Majesty and his charming consort, Queen Mary.

The decorations were a prominent feature, and their elaborateness, correlative with nicely of detail, reminded all time of the Malacca feasts during the administrations of President Taft and General Wright. Green incandescent lined the lawns on both sides from the Calle Marcelline gateway to the entrance of the Club-house, where a detail of metropolitan police under the direction of Sergeant Timothy Riordan also directed the disposition of motor cars and carriages. White incandescent outlined the roof garden and the arches of the colonade, while an inscription emblematic of His Majesty and his power blazed over the entrance. The beautiful flags and ensigns which had formed part of the most artistic decoration of the Cathedral of Saint Mary and Saint John for the morning services were draped and entwined with brilliant effect all over the building.

Dancing was enjoyed by the guests in the dining-rooms, as well as in an adjoining pavilion built specially for the occasion. Between dances the revellers strolled through the grounds, where a full band played all evening.

To the ladies must be given credit for the most gorgeous array of livery ever seen in Manila. Innumerable Paris creations showing the latest Byzantine motif were sprinkled among the usual evening gowns, with pink predominating.

Refreshment booths in various parts of the building did their nobly, and at midnight supper was served on the roof garden. At the head of the main table sat Consul-General Willemen, with Governor-General Forbes by his side. At Mr. Willemen's left sat Mrs. Dean C. Worcester, and at His Excellency's right was Mrs. Adam C. Carson—Manila Cabineuses.

SHAMEEN MUNICIPAL COUNCIL

A WATER SUPPLY SCHEME.

THE NEW SHAMEEN DEFENCE CORPS.

Minutes of a Public Meeting of Ratepayers of the British Concession, Shameen, held at H.M. Consulate-General, Canton, on Monday, June 19th, 1911, at 5.00 p.m.

Present:- Mr. J. W. Jamieson, H. M. Consul-General (16), in the chair; Messrs. Combe (1), Haynes (2), Hosch (1), Abrey (2), Elmours (3), Ahrendt (2), Maze (6), Davenport (3), Lanning (4), Thomas (1), Gilman (5), Tiggis (5), Hogg (3), Bohuszewicz (5), Spalinger (1), Menzing (1), Staples, Smith (2), Stanton (7), Paget (1), Martin (1), Bent (3), Rule (4), Griffith (17), Metzler (3), Dent (8), Brookstedt (1), and Mr. E. A. Sly, Secretary to the Meeting.

The requisite number of votes being represented, the Consul-General declared the meeting open, and the notice convening the meeting was read.

The Chairman stated that the first business of the meeting was the election of a Councillor in the place of Mr. W. W. G. Ross, who had left the port.

Mr. Griffith proposed and Mr. Hogg seconded Mr. R. Martin.

No other nominations being forthcoming, the Chairman announced that Mr. Martin was unanimously elected.

The next business being the consideration of a scheme for introducing water on Shameen, the Chairman requested the Chairman of the Council to address the meeting.

Mr. Griffith stated that when the first notice convening the meeting was sent out Council had hoped to present a definite scheme. Owing, however, to the receipt in the meantime of certain information about a new water scheme of which the Council had hitherto had no cognizance he asked the ratepayers to defer coming to any definite conclusion that day. They were all aware of the Council's endeavours last year to bring the Canton Waterworks water on to the Concession.

Had these negotiations been successful it would have entailed an annual expenditure of \$100,000, the Company giving no guarantee, which the Council thought necessary, for safeguarding the interests of the community as regards the quantity and quality of the water supplied. Council then entertained the idea of the artesian scheme and entered into negotiations with various firms of engineers. Messrs. Purnell & Paget put in a tender which was unfortunately withdrawn. Then Mr. Tanaga, an eminent Japanese engineer, who was recommended by the Japanese Consul-General, submitted a tender, but his available machinery was evidently inadequate for the work contemplated by the Council. Amongst other proposals submitted that of Messrs. Berblinger, of Hongkong, seemed the most suitable, and considerable correspondence and negotiations were entered into with this firm by the Council with a view to putting before them to-day this firm's offer.

According to the data supplied by Messrs. Berblinger for the sinking of an artesian well it would cost \$7,000 to bore 1,000 feet, plus \$15,000 for an additional 1,000 feet, making a total of 2,000 feet, all tubing to be supplied by the Council at an approximate cost of \$10,000, making an estimated total expenditure of \$30,000. This expenditure might be incurred without any beneficial result, as it was in the nature of artesian wells to be a gamble, and accordingly the Council were of opinion that every other means should be tried before asking the ratepayers to authorise this expenditure.

A few days ago Mr. Macdonald, of Messrs. Howarth, Erskine & Co., had brought to his notice a new American scheme called "The Jewell Rapid Filter," which invention had been successfully installed in over 200 towns in the Far East and which was able to produce over 200,000 gallons per diem. The largest installation was at Cairo, and another large plant was in the process of being installed at Bangkok, where the natural water supply was vastly inferior to the conditions obtaining here; the natural water obtainable at Bangkok hardly being comparable with that of the back creek of Shameen. Accordingly, if under these circumstances it were possible to effect a successful installation at Bangkok I should be equally possible at Canton, and he was of opinion that the Council should give the scheme due consideration before adopting the artesian scheme; consequently he asked for a postponement of four weeks to put forward a definite proposal. According to Mr. Macdonald, who had supplied him with such data as was available under short notice, an installation capable of producing 276,000 gallons per diem would cost approximately \$35,400 to include piping laid down to the river. The area required for the filter would be 21 feet by 25 feet, for settling tanks 20 feet by 40 feet. The laying down cost would be augmented by the cost of laying the mains as well as the cost of the land necessary for the installation (unless, of course, some public-spirited land-owner would come forward), and the total expenditure, as far as it was now possible to gauge, would aggregate \$90,000 to \$100,000. This sum would necessitate the Council borrowing \$100,000, at 6 per cent, to which must be added the annual upkeep. On this point Mr. Macdonald had been unable to furnish exact data, but it would be somewhere about \$5,000 to \$6,000, making a total annual expenditure of \$12,000 for a system already, according to the latest lists, installed in some 220 towns producing over 2,000,000 gallons per diem and giving complete satisfaction. This expenditure compared very favourably with \$30,000 for an artesian well, which was undoubtedly a gamble, and the Waterworks estimate of \$18,000 per annum without any guarantee.

The Chairman expressed himself in perfect accord with Mr. Griffith's remarks. An artesian well was certainly a gamble, for although one might strike water one had still to discover the quality of the water struck. If the Jewell Rapid Filtration system had been, as Mr. Griffith stated, successfully installed in places where the natural water supply was not the best, why not try it here. From personal experience he was of opinion that the Canton River with its alluvial deposits compared favourably with other places where similar conditions obtained. Moreover, they should bear in mind an additional advantage, namely, that as long as the Canton River continued to run they would have a constant supply of water. He personally thoroughly commanded the scheme and invited any ratepayer having any questions to put to do so.

Mr. Dent expressed his appreciation of the lucid manner in which Mr. Griffith had put the new scheme before the meeting, and enquired whether they had considered a scheme of Messrs. Watson & Co. for condensing water. He admitted that he had only heard mention of such a scheme.

The Chairman stated that he had no personal knowledge of such a scheme.

Mr. Griffith stated that he had not heard of it, and even if there were such a scheme he was of opinion that the cost of condensing sufficient water to supply Shameen would be prohibitive.

Mr. Bohuszewicz asked whether the French Concession would take part in the scheme.

The Chairman thought it better to wait until a definite scheme had been arrived at before approaching the French Council. According to Messrs. Howarth, Erskine's estimated daily output the supply would be more than enough for the wants of the British Concession.

Mr. Griffith said that when the first notice convening the meeting was sent out Council had refrained from approaching the French Council until they had a definite and concrete scheme. From conversations he had had with members of the French Municipal Council he thought there was little doubt that they would come to him. The supply of water required for the daily use of the British Concession amounted to about 120,000 gallons.

Mr. Gilman asked whether the supply of water for the swimming bath had been taken into consideration.

Mr. Griffith answered in the affirmative.

The Chairman then asked the meeting whether they were prepared to instruct the Council to approach Messrs. Howarth, Erskine for a definite estimate, and further to empower the Council to accept or refuse such negotiations as they thought fit and to borrow \$100,000 to carry out the scheme.

The motion on being put to the meeting was carried on a show of hands by a large majority.

Mr. Griffith said that the Council would not do more than arrive at a definite scheme and then request H.M.'s Consul-General to convene another meeting. The Council might meet with insuperable difficulties and be obliged to revert to the original scheme.

The next business for discussion was the Shameen Defence Corps.

The Chairman stated that the Corps had originated from a letter addressed by him to the Council pointing out that there existed no definite defence scheme to meet an emergency in times of trouble. Certain public-spirited members of the community had volunteered their services and had been formed into a Corps, thereby earning the thanks of the community at large. Thanks must also be accorded to their employers who had given the necessary permission. Uniforms and a peculiar kind of scatter gun were being furnished by the Council.

Mr. Griffith then informed the meeting that the call for volunteers had resulted in 52 offering their services, of whom about 45 had been enrolled. At the meeting of enrolment the Corps had been divided into 3 companies—East, Central and West. At the same meeting a lieutenant had been elected for each company and subsequently two sergeants per company. The Corps was now supplied with uniforms, accoutrements and general gear. There were on the Concession some 15,000 to 18,000 rounds of ammunition. A Maxim, lent by the Navy, was at the disposition of the Council, and was being mounted on a carriage, and would be delivered in a fortnight. He was pleased to say that the progress reported by the Company Officers and Chief Petty Officers was very satisfactory. The Corps was showing an *esprit de corps* which was very commendable, and the Council hoped that it would remain a permanency. Heretofores there had been no expenditure on the part of the Council. As occasion arose volunteers had come forward. As soon as the emergency had passed the volunteers had died away also. The present Corps was on an entirely different footing. The Council had made a grant of \$2,000 to start the Corps and were prepared to expend that amount annually, consequently he hoped that the Shameen Defence Corps would now remain a permanent institution.

The Chairman then stated that that concluded the business of the meeting. He thanked them all for their attendance and said he would like to know whether the hour chosen fitted in with the ratepayers' arrangements. Various times had been tried, but had not appeared convenient.

The present hour of 5 p.m. had been fixed on as giving everyone time to finish his mail, and provided everyone was satisfied, that hour would be fixed in the future. Mr. Stanton suggested 5 p.m. to 5.30 p.m.

The Chairman pointed out that that day some ratepayers had arrived from 5 to 5.30 p.m. and if the time were fixed as suggested people would turn up from 5.30 to 6.00 p.m.

Mr. Stanton assented to 5 p.m.

The meeting concluded with a hearty vote of thanks to the chair proposed by Mr. Griffith.

SUPREME COURT.

Tuesday, June 27th.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

CONSTRUCTION OF A CHINESE WILL.

An interesting action came on for trial before your honours Sir Francis Pigott, (Chief Justice) and Mr. Justice Gomperz (Puisne Judge) in the Full Court yesterday, the parties being Lau Loung Shi and others (plaintiffs) and Lau Po Tsui and others (defendants).

The writ of summons set out that plaintiffs were the executors of the will of Lau Chin Ting, deceased, and the probate of the will was granted to them by the probate jurisdiction of the Supreme Court on November 18th, 1907. This action was brought for the determination of the following questions arising on the construction of the will, and in the administration of the estate of the deceased.

(1) On the true and proper construction of the will of deceased.

(a) Is the bequest of seven shares for the ancestral sacrificial fund void; (b) Is the bequest of one share for the relief fund for the poor void; (c) Is the bequest of one share for charity void; (d) Is the bequest of one share for relations of the same clan void; (e) Is the bequest of one share for relations by marriage void?

(2) What estate or interest the deceased's second, fourth, fifth, seventh and eighth concubines or secondary wives take in the respective shares bequeathed to them respectively under the will.

(3) If they take respectively a life estate or interest only, whether the executors are trustees thereof or not, and if so, whether the executors should invest the respective shares and pay the said concubines respectively the interest thereof only.

(4) If any of the above-named bequests are void, and if the bequest of the concubines are for life estate only, did the testator die intestate as to so much of his estate as is comprised in such void bequest, and as to the reservations expectant on the deceased by each of his said concubines.

(5) If the testator died intestate as to any part of his estate, who are the persons entitled in succession, and in what proportion; that is, if any bequests referred to in 1, a, b, c, d, or e, are valid, how are the executors to ascertain the persons respectively entitled.

Sir Henry Berkeley—I would submit that your Lordships should direct an inquiry as to what are the practices, rites and ceremonies of the Chinese. We would suggest that your Lordships ought not to decide that this is a superstition without such an inquiry if you are in doubt on the point.

The Chief Justice—We could hardly hold as to what this Chinese rite is.

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The Chief Justice—We will ask Dr. Ho Kwei.

Sir Henry Berkeley—And after you have heard him I would ask your attention to a case which occurred in the Straits Settlements.

Your Lordships will find that the Privy Council did not therefore that it was a gift for superstitious purposes. But they did hold that it was a gift void because it offended against the rule as to perpetuities. I submit that had that case come before the Privy Council to be decided on the law of domicile, the bequest would have been upheld.

The Chief Justice—How much is the pecuniary value?

Mr. Potter—In Hongkong it is placed at \$157,000, shares in public companies. As a matter of fact it is much less, as the shares have depreciated. It will work out at about \$120,000, and against that there are debts due by the estate of \$180,000.

Sir Henry Berkeley, dealing with the estate or interest to be taken by the concubines of the deceased, said the first part of the will gave those people an absolute gift. The concluding words said that after their death the residue was to revert to the estate. The case could be argued equally strongly both ways. The answer to question three would depend upon the view the Court took of the first. With regard to question four, if the sacrificial fund was void, the direction of the Court should be that the money be divided by those who, by the law of China, were entitled in succession. If the law of Hongkong was to apply, there was no marriage at all recognised by the Court.

The Chief Justice—Why?

Sir Henry Berkeley—Because the man has admitted in his will that he had several Chinese wives.

The Chief Justice—I would take this opportunity of pointing out that no such doctrine as the non-recognition of marriage has ever been laid down.

Sir Henry Berkeley, referring to question five, said the persons entitled in succession were those who, under the law of China, would succeed.

With regard to question six, the principle which your Lordships would lay down as to the law of the domicile would prevail, and which would govern the construction of the will. The weight of testimony showed the domicile of the testator to have been Chinese. Assuming he was domiciled in China the construction of the man's will, the validity of any bequests which he makes in that will (although such bequests might be absolutely void in an English will), the question of the succession and the distribution of property to successors was all to be determined by the law of China. The doctrine of the Courts of England with regard to superstitions uses and perpetuities had no place in the law of China.

It was laid down that the Court must uphold the disposition of the testator's property which was allowed by the law of the domicile. There was no decision in any Court in the Empire that a gift to ancestral purposes was a gift to superstition.

The Chief Justice—You say it is an act of veneration?

Sir Henry Berkeley—It is distinguished altogether from anything like adoration, application or intercession. A bequest for masses for the soul is bad, because it has been held to be a superstitious use to try to get a soul out of purgatory. I could cite authority that a bequest to keep up graves in a churchyard is good, also that the preservation of monuments to ancestors in a church is good, and this is nothing more than the Chinese do on visit to their ancestral tombs.

Mr. Potter had not concluded his address when the Court rose until this morning.

BEFORE HIS HONOUR THE CHIEF JUSTICE
(SIR FRANCIS PIGOTT).

AN INJUNCTION GRANTED.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. A. Holborow of Messrs. Deacon, Looker & Deacon, applied on behalf of the plaintiff in the action between S. Swart and G. W. G.

Sir Henry Berkeley—Who, when he goes into a churchyard, does not bow to the monuments of his ancestors? I don't think the Chinese worship the spirits, or think that it will in any way help him in the present or the future. It is only respect paid the manes. I think this case should be regarded as one as offending against the law of perpetuity. It would be a hardship to defeat the intention of the testator in providing for this continued respect to his ancestors.

Undoubtedly the bequest offends against the English doctrine as to perpetuity, but there is no decision of the Privy Council that where the will is to be construed according to the law of the domicile that the doctrine against perpetuity will prevail any more than the doctrine against illusory appointments. I submit the bequest must be upheld, at all events so far as personality goes and the Court can only hold it bad as far as the leasehold goes. Proceeding, Counsel said the intention was clearly that the whole of the man's estate was to be treated so that it could be divided into shares among his beneficiaries. If the bequest as to a sacrificial fund was held to be void, then the deceased was intestate as to that bequest. It would be repugnant to the last extreme to a Chinese gentleman to think that his sons should be excluded from the bulk of his property. The Court could not give effect to the intention in the mind of the testator unless they held that there was a trust for conversion, and absolutely converted the whole thing into money.

At this stage the Court rose for tea.

On resuming, Sir Henry Berkeley continued his argument. He submitted that there was no true analogy between Chinese acts of devotion to memory and the superstitions which the testator was intended to check and stop.

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With regard to

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Hongkong, 28th June, 1911. [887]

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(1) That the Company be wound-up voluntarily, and that ARTHUR RYLANDS LOWE, Chartered Accountant, of Thorne's Chambers, Fenchurch Street, London, E.C., and St. George's Building, Hongkong, be and he is hereby appointed Liquidator for the purpose of such winding-up.

(2) That the Liquidator be authorised to pay out of the funds of the Company a sum not exceeding \$100,000 as compensation to members of the Company's staff.

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By Order of the Board.

J. SCOTT HARSTON,
Chairman.

[886]

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Hongkong, 27th June, 1911. [881]

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MR. TAFT: A MODERN
MACHIAVELLI?

THE PROBLEM OF THE PACIFIC.

In this Coronation year, when matters of political moment are apt to receive less attention than they would at other times, the American Government has elected to place before the British people two proposals of a remarkable character, which call for the most serious consideration. These are the offers, to Canada, of reciprocity with the United States, to the detriment of the Empire; and, secondly, the proposition of an Anglo-American arbitration treaty.

As the consequences, either of acceptance or of rejection, promise to be momentous, it behoves to do nothing in haste of which we should repent in leisure. Can any thinking man say that the British Empire, just at present, is in a position to take a leap in the dark?

A diversity, it is said, makes strange bed-fellows. Some such circumstances must account for the fact that these two propositions, despite their incongruity, are before the British public at the same time. Nevertheless, a very intimate connection exists between them; and whether that connection be innocent or sinister, the resulting situation is pregnant with possibilities for the nations concerned, and for an Empire which already has arrived at the parting of the ways.

Both the American President's propositions possess a pleasing exterior. Mr. Taft deserves to be congratulated on his mastery of the art of diplomatic wind-up dressing—an art, it may be remarked in passing, to which American statesmen have not, in the least, paid much attention. What a "brave youth" am I, the nations would not feel flattered by being addressed as if he had attained the maturity of manhood? What Radical Government, confronted on the one hand with heavy obligations on the part of its legislation, and on the other with increasingly insistent demands for diminution of expenditure on armaments, could fail to be allure by a proposition "sickled over with the pale cast" of peace?

So far as the first of his propositions is concerned, Mr. Taft has relieved us of the necessity of any search for motives. The purpose underlying the Reciprocity scheme is declared, with a disarming frankness, to be nothing more or less than that the United States should effect the commercial annexation of Canada before the bond of a preferential tariff can bring the British Empire into unity. American statesmen seem greatly concerned lest the somewhat incoherent congeries of Dominions, Colonies, and Protectorates which now form an Empire in name should become an Empire in fact. Wherefore the President announces the curious doctrine that, while a "Chinese wall" of protective tariffs may still be erected about the North American Continent, including Canada, no such barrier must be permitted to encircle the British Empire. Canada is invited to break with her Imperial traditions, to cast in her lot with her Republican neighbour, and to assist the latter in maintaining "a better control of prize-making influences" in the markets of the Mother country. Such a policy cannot fail to lead to the disruption of the British Empire; but that, apparently, is of small consequence beside the commercial advantages which are expected to accrue. Indeed, the stake is such that Mr. Taft is not prepared to wait for any slow processes of evolution, or dissolution, as the case may be. He insists that the dismemberment of the British Empire must be undertaken "now or never." Presumably this insistent haste is dictated by the fact that an Imperial Conference, designed to promote the unity of that Empire, is now meeting. Is it not amazing that such a cynically materialistic proposition should be conjointly with one for a treaty of peace and arbitration? Confronted by such an offer, might not the attitude of the Canadian people (whose destiny as the future hub and centre of the Empire is passing gloriously) be appropriately based on the classic precedent: "Timet Damnos et dona ferentes?"

The motives underlying the second of the Taft proposals have not been divined. Judged by the shadows which the coming events of the near future are already beginning to cast, they are as ominously complex as they are skilfully concealed.

So little, comparatively speaking, has America had to do, diplomatically, with the world at large that it may be questioned whether the fact that commercialism forms the Alpha and Omega of American policy receives sufficient recognition. Military power has played no appreciable part in the rise of the nation. America's greatness has been reared, and rests today, on the foundation of the Almighty Dollar; and, given security from external interference, the prospects of her economic development become well-nigh immeasurable. One thing, however, may arise to prevent her progress; that is, war with some nation more ruddy vigorous, more primitively virile, than herself.

Undoubtedly there is, at the present time, a considerable amount of anti-American sentiment in Japan. The anti-Japanese agitation in California and the neighbouring States, with its racial and economic aspects, the persistent cult of the war scare"; and, last but not least, the Manchurian neutralisation proposals of Secretary Knox, have had their logical outcome in the Land of the Rising Sun. However, in that paternalistically administered land, the fiat has gone forth that anti-American feeling, at any rate, is not to be shown. In this respect, the Americans evince less wisdom. Not only does a great deal of anti-Japanese sentiment exist in America, but no attempt whatever is made to conceal it. On the contrary, they are men—apostles of the "Yellow Peril," from Hobson to Putnam Weems—who unblushing exploit this sentiment; and there are men—proprietors of newspapers and the like—whose boast it is that they can "make" war. In view of these circumstances, and conscious of the fact that the American nation is, in a peculiar degree, the creature of impulse, the rulers of the United States have fully persuaded themselves that the Japanese danger may materialise in menacing shape at any time.

They recognise that, while it was inevitable that, with economic expansion as the goal of each in the same quarter of the globe, Japan and the United States should be destined to rivalry, that rivalry, owing to the attitude of a section of the American people, is now being intensified by racial prejudice on the one hand and offended pride on the other. The critical year is 1915. What if the restraining influence of the Anglo-Japanese Alliance ceased to be operative after that date, and, with the added factor of the Panama Canal, Japanese-American relations are no better, but rather worse, than they are now?

Such is the nature of the forces threatening the consummation of that policy of "peaceful absorption" of an entire continent which American statesmen have set before themselves.

Little wonder, then, that their vision is anxiously directed towards that "cloud, no bigger than a man's hand," rising out of the Pacific—the ambition of Japan. To avert the threatened storm an Anglo-American understanding, on the plausible basis of an arbitration treaty, is deemed a necessary measure. By this potent charm American statesmen hope to

THE ELECTIONS IN PORTUGAL.

It was generally expected, says a London paper, that the elections for the Constituent Assembly in Portugal would be little more than an empty form. The Monarchists took no part in the contest, and in most constituencies the nominees of the provisional Government had no opposition to meet. It is not surprising, therefore, that the results of the polling should represent a distinct triumph for the Republican Directory, and its members will no doubt hail the return of their candidates as a decisive proof of the attachment of the people of Portugal to the new régime. Their satisfaction will be all the greater because during the last week or so there have been many reports of serious unrest in the country and predictions of a counter revolution on the part of the Monarchists. That some such attempt was feared seems clear from the numerous arrests which have lately been made and from the movements of troops and warships to guard against an invasion from the northern frontier. What is also certain is that the measure drawn up for the separation of Church and State has excited keen hostility among the clergy and their adherents. It has provoked a vigorous Papal Encyclical in which the anti-religious policy of the Republican Government is strongly denounced, and there are rumours that the priests may close the churches and refuse to accept the stipends which the State would provide in place of the ancient revenues. The separation has not yet taken effect, but in view of the strong religious feelings of the peasantry, especially in the north of Portugal, an attempt to enforce it may well lead to serious trouble. The wisdom of provoking a bitter conflict with the Church while the Republic is still young may be doubted. It is said that the Minister for Foreign Affairs cannot understand the attitude of the Holy See, but in view of the statement recently made by the author of the law, the Minister of Justice, that it would lead in two generations to the complete disappearance of the Roman Catholic religion in Portugal, the hostility of the Church is hardly surprising. Even the Protestant congregations in Portugal are said to be alarmed at the harsh and arbitrary provisions of the Government's measure. Of course, if the Republican leaders believe that they have the mass of the nation at their back, they may feel it safe to disregard the protests which interested parties may direct against their policy. But the results of the elections are not sufficient in themselves to prove that public opinion is firmly united in support of the new régime. Under the Monarchy the "making of elections" was a conspicuous feature of the political life in Portugal, and it would seem that the present Government has thought fit to follow the example of its predecessors. A long time was spent in devising a new electoral law, and when the measure was finally published it was found to contain most of the vices of the former system, the only difference apparently being that while the old regulations were designed to favour the Monarchical parties, the new were framed to suit the interests of the Republicans. It would also seem that, to keep its opponents in subjection during the last few months, All newspapers which have displayed a critical tendency have been suppressed, or their offices have been wrecked by mobs whose excesses the authorities have felt unable to restrain. Monarchical and Roman Catholic clubs have met with a similar fate, and some noted Republican journalists have found that it is inadvisable to construe literally the supposed right of freedom of discussion. And when it is remembered that the judges who gave in the Franco trial a verdict adverse to the wishes of the Government were exiled to the colonies, and that other individuals whose loyalty to the Republic was suspected have been banished from Portugal, it is hardly surprising that the nominees of the Directory encountered so little opposition in the elections. However, the sweeping character of the triumph only adds to the responsibilities of the Republican leaders. They have excused some little irregularities by pleading that the revolutionary period was not yet over. With the meeting of the Constituent Assembly a new era begins, and the Republicans will have to show that they can make good all their promises. If they can establish a sound and honest system of government, and set in train some of the many reforms of which Portugal stands in need, they will have deserved well of their country. But the task will not be easy, and the numerous strikes which have taken place since the beginning of the year show that the people are impatient to receive the benefits which they have been told would be secured to them by the establishment of a Republic. It remains to be seen if the disappearance of the Monarchy means the disappearance of the vices which made the revolution of last October possible.

TERMS OF THIS AGREEMENT.

The basis of the present transaction is that four Union shares are worth one Phoenix share, the Union shares at present standing at about £25 5s. and the Phoenix at £25 10s. The Union shares are £20 each, with £2 10s. paid, and for every eight of these shares the Union shareholders will be offered one Phoenix share of £25 each, with £5 paid, and £24 in four per cent. Debenture stock. They thus reduce their un-called liability on eight shares from £140 to £45. In satisfaction of the purchase the Phoenix will have to issue for £5 40s. Union shares £277,950 Debenture stock and 8,175 Phoenix Ordinary shares. It is proposed that the transaction, to approve which meetings of the shareholders will be called, shall take effect as on July 1 next, and that a final dividend of 5s. per share, tax free, shall be paid on the Union shares in July. Interest on the Debenture stock will accrue from July 1, and will be payable on November 1 and May 1 in each year, and the substituted Phoenix shares will rank for the ordinary dividend in November. The total amount receivable as dividend in the present year will amount to about 9s. 4d., and the future income net of tax in respect of each share transferred will be about 7s. 4d., as compared with the 6s. 6d. at present paid by the Union Company.

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Atlas, admiralty type, 615 tons, 1,400 i.h.p., Master S. West, Hongkong.
Bramble, gunboat 710 tons, 900 i.h.p., Lieut.-Comdr. B. G. Washington, Shanghai.
Britomart, gunboat 710 tons, 900 i.h.p., Lieut.-Comdr. J. N. Barker, Shanghai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 f.t., Comdr. H. Lynes, Shanghai.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. B. Veale, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 5 guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, leaves on 27th inst. for Weihaiwei.
Handy, torpedo-boat destroyer, 295 tons, 5 guns, 4,000 i.h.p., Lieut.-Comdr. Hon. Guy Stenford, Hongkong.
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lt.-Comdr. Hon. Guy Stenford, Hongkong.
James, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lt.-Comdr. M. B. R. Blackwood, Weihaiwei.
Kent, armoured cruiser, 9,800 tons, 14 guns, 22,000, Captain L. E. Power, M.V.O., Hongkong.
Mochen, river gunboat, 180 tons, 2 guns, 2,000 i.h.p., Lieut.-Comdr. G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., leaves Singapore on 27th inst. for Hongkong and Weihaiwei.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hillerden-Woodward, R.N., Yangtsze.
Otter, torpedo-boat destroyer, 285 tons, 6 guns, 6,300 i.h.p., Comdr. Lumbe, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. J. Southby, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtsze.
Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, R.N., Hongkong.
Tunav, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. E. J. Buchanan, Yangtsze.
Thistle, gunboat, 710 tons, 300 h.p., Lieut.-Comdr. M. B. Blundell-Hamilton, Hongkong.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 5,900 i.h.p., Lieut.-Comdr. Harold D. Adair, Hall, Weihaiwei.
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Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 i.h.p., Lieut.-Comdr. G. B. Harford, Weihaiwei.
Widgeon, gunboat 195 tons, 2 guns, 800 i.h.p., Lt.-Comdr. M. H. Wilding, Yangtsze.
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LAUNCH OF THE BRITISH
NAVAL AIRSHIP.

DESCRIPTION OF THE VESSEL.

BARROW-IN-FURNESS, May 22.
At 4.10 this morning the naval airship was towed from her shed. The weather was ideal, and in less than an hour the dirigible was made fast to her moorings in the centre of the Cavendish Dock.

Working with absolute precision, under the direction of Captain M. F. Snater, Inspecting Captain of Airships, were parties of close upon 120 bluejackets and Marines from the cruiser *Hermione*. As early as 3 a.m. the curtain at the entrance of the shed was drawn aside. At 3.30 the final staging holding the airship was removed, and she was allowed to rest upon the water supported by the two boat-shaped cars or gondolas under her hull. The various launching parties now took up their stations. A cable had overnight been stretched along the surface of the dock from the deck of the shed to a buoy well out towards the centre of the dock, and at a signal from Captain Snater the members of the crew, who were in the airship's gondolas, assisted by bluejackets in boats attached to the sides of them, began to haul upon the cable, and the dirigible moved evenly from her shed stern first at about a walking pace. As she emerged she was held steady on either side by parties of men who were stationed on pontoons and who handled ropes fixed to her hull. In a little more than five minutes, so dexterously was she handled, the airship floated clear of her shed. Now, for the first time, the details of her construction could be appreciated.

DETAILS OF CONSTRUCTION.

The hull of the airship, which is exactly 512 ft. in length, is slightly blunt at the bow and tapers away evenly at the stern, being as a matter of fact precisely in the "stream line" form found most suitable for minimizing wind resistance by the tests of the National Physical Laboratory. The framework of the hull, constructed of "duralumin," is sheathed completely with a special fabric. This is waterproof and gas-tight, and has been treated externally with a paint which resists the action of light and protects the gas-containing balloons from expansion and contraction due to atmospheric change. In colour the hull is a metallic silver grey upon its upper half, and has a yellow tint on its lower side. This contrast in colour is caused by a variation in the treatment of the fabric, the light rays from above and the dump from off the surface of the water being resisted by two different processes.

The framework is so arranged that the hull of the airship is 12-sided. In the framework are the 17 balloons, each one being in a separate compartment. Altogether they contain more than 700,000 cubic feet of hydrogen, with a lifting effect equal to 21 tons. The two gondolas are each about 25 ft. in length, and are made of polished wood. They are suspended, fore and aft, close up under the hull by means of metal rods, and are connected by a cove in passage-way, which provides in its centre the quarters of the airship's crew.

THE PROPELLING MACHINERY.

In each gondola is a Wolseley-Siddely petroil motor developing 200-horse power. Three propellers in all drive the airship. On either side of the fore gondola is placed a four-bladed propeller, while a two-bladed propeller, lar, or than either of the others is fixed immediately behind the rear gondola. The clutch mechanism is fitted in connection with both power plants, so that the engines may be run without actuating the propellers.

The control of the airship is effected by means of a series of horizontal and vertical rudders, which have the appearance of box kites. To obtain upward and downward movement are four sets of horizontal rudders, two attached under the vessel's bow and two others on either side of her stern. Lateral movement is obtained by three more sets of planes arranged vertically. Two of these are placed above and below the stern, and a third—smaller than the other two—under the hull just aft of the rear gondola. The airship also has four fixed planes or fins at her stern to increase her stability. As she lies on the surface of the water the lifting effect of the balloons is neutralized by a quantity of water ballast which is carried in tanks in the lower portions of the gondolas. When an ascent is made the water is gradually pumped out of the tanks until the dirigible becomes lighter than air.

Immediately the airship was clear of the dock to-day the forward engine was put in motion, and the propellers made to revolve slowly until she was at her moorings, behind a revolving wind screen which has been suspended on a stanchion above from the central station. This screen is made of a network of stout cables. The wind passes through it, but its force is broken. It is hoped that, protected by this screen, the vessel will be able to ride out anything short of a gale.

After superintending the launch Captain Snater left for London, leaving the command of the airship to Lieutenant N. E. Osborne, whose second-in-command Lieutenant Talbot. The vessel's crew of nine will comprise, in addition to these officers, two petty officers, two engineers, and three able seamen. One of the seamen is an expert photographer.

NATURE OF THE TESTS.

The next operation in connection with the airship will be to "trim" her. This means that she will be allowed to ascend a few feet above the water while held captive by cables in order that the disposition of the weights in her gondolas and her general equilibrium may be carefully noted. This done she will begin a series of practice flights to determine the efficiency of her controlling mechanism, and particularly her speed. A series of tests which have been made with her propellers and careful calculations as to the resistance offered by her hull indicate that her speed through the air should be 40 miles an hour.—The Times.

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Singapore, June 8

Per value each share £1, Calls paid up are:-	Malayan Companies	Singapore Fraser & Co.'s Prices, May 10	Per value each share £1, Calls paid up are:-	Malayan Companies	Singapore Fraser & Co.'s Prices, May 10
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15/- "	Bernam Porak ...	Do. Ordinary ...	10/- fy.	Perak ...	7.11
15/- "	Bidor	10/- fy.	Penoero Est. ...	12.4% 10
12/6 "	Bluand Selangor	12/6 fy.	Prye ...	10% 11
2/- fy.	Bukit Clob	12/6 fy.	Ratnafit ...	10/- pm 0% 10
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2/- fy.	Bukit Mertajam ...	3/2 ...	10/- fy.	Rim
2/- fy.	Bukit Rajah ...	15.10.0/- 80%	10/- fy.	R. Est. of Krian ...	12.10.0 50% 10
2/- fy.	Bukit Selangor ...	9.8.3/- 74%	10/- fy.	Sagga ...	6.7.6 40% 10
2/- fy.	Castlefield	10/- fy.	Seafeld ...	2.13.0 37.5% 10
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2/- fy.	Cheviot	10/- fy.	Seredian ...	4.7.3 36% 10
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SHIPPING IN PORT.

STEAMERS
ASCARD, German str., 2,172, Brand, 21st June
Port Arthur and Manilla 17th June, Oil—
Order.
BESIE DOLLA, British str., 2,927, Cross, 17th
June—Masila 13th June, Lumber and
Hemp—Order.
BRAND, Norwegian str., 1,519, Evanson, 8th
June—Newchwang 30th May, Chefoo 2nd
June, General—T. & Co.
CHONGMING, British str., 1,259, V. McLiddell,
26th June—Tientsin and Pooh 13th June,
General—Jardine, Matheson & Co.
CHUH, British str., 1,143, F. McGurtry, 17th
June—Swatow 16th June, Ballast—Butter-
field & Swire.
CHINLAND, British str., 1,229, Kay, 22nd
June—Woosung 18th June, General—
Butterfield & Swire.
CHIYU MARU, Japanese str., 7,250, William
Wedder Green, 20th June—San Francisco
24th May, General—Tao Kien Kaisho.
CHIYANG, British str., 1,424, M. Courtney,
26th June—Shanghai and Swatow 25th
June, General—Jardine, Matheson & Co.
CHUNSHAN, British str., 1,418, C. Mattock,
18th June—Singapore 31st May and Pulo
Lau 9th June, Coal—Jardine, Matheson &
Co.
DAGNY, Norwegian str., 883, Solvensen, 22nd
June—Blomby 26th June, Coal—Angarard,
Thorson & Co.
DAITA MARU, Jap. str., 1,735, Nakamoto, 12th
June—Motou 5th June, Coal—M. B. K.
E. P. FERNAND, Austrian str., 1,872, B.
Cobol 24th June—Shanghai 21st June,
General—Sander, Wieder & Co.
EKATERINOSLAV, Russian Volunteer Fleet,
6,870, Miller, 26th June—Vladivostock,
Coal.
EMPEROR OF INDIA, British str., 5,940, E.
Beetham, 22nd June—Vancouver, B.C.
31st May, Mails and General—C. P. R. Co.
ETTRICKDALE, British str., 2,917, Stephen,
19th June—Mofu 12th June, Coal—Dodd-
well & Co.
FALLS OF MONESO, British str., 3,457, G. H.
Pike, 19th June—Philadelphia, Kerossene
oil—Standard Oil Co.
GREGORY APARAN, British str., 2,961, S. H.
Eaton, 26th June—Calcutta 11th, Panang
17th and Singapore 20th June, General—
David Sasoon & Co.
HELENE BACKERS, German str., 2,325, J.
Sandor, 26th June—Endon 14th May,
General—Order.
HENRICK INSEN, Norwegian str., 4,578, Chr.
Smith, 17th June—Portland 10th June,
General—Portland & Asiatic & Co.
HOI FUZU, steam trawler, 69, Cameron, 19th
June—Swatow 28th April—Hongkong
Fistories Co.
HONGKONG, French str., 739, A. Corneliusson,
26th June—Haiphong 24th June, Rice—
A. E. Morty.
HUEPE, British str., 1,825, Tucke, 16th June—
Nanwha, g and Choo 9th June, General—
Butterfield & Swire.
KIANG PING, Chinese str., 1,222, U. Udden,
26th June—Chinkiang 20th June, General—
Chinese.
KWANGLEE, Chinese str., 1,468, Pratt, 21st
June—Shanchai 17th June, General—C.
M. S. N. Co.
KWANGTAH, Chinese str., 1,536, Stedfast, 17th
June—Shanghai 14th June, General—C.
M. S. N. Co.
KWONGSANG, British str., 1,965, W. F. Richard,
18th June—Wokamatu 12th June, Coal—
Jardine, Matheson & Co.
LAIRAH, Brit. str., 2,225, E. J. Field, 23rd
June—Singapore 17th June, General—
Jardine, Matheson & Co.
LANDRA SCHIFF, Ger. str., 1,015, A. Struve,
24th June—Baukoek 14th, Swatow 23rd
June, General—Bin Ty Linne.
LINAN, British str., 1,351, C. Williams, 26th
June—Shanghai 22nd June, General—
Butterfield & Swire.
LOONG SANG, British str., 1,692, Z. Wheeler,
12th June—Manila 9th June, General—
Jardine, Matheson & Co.
LUCERIC, British str., 4,100, J. Mathis, 18th
June—Manila 16th June, General—Bank
Line, Ltd.
MANASAN MAI, Japanese str., 3,246, T.
Oto, 15th June—Mikos 10th June, Coal—
Mitani Bussan Kaishi.
MARIE, German str., 1,169, Schlaikier, 23rd
June—Saigon 19th June, Rice—Jobson &
Co.
MONTEAGLE, British str., 6,163, W. Davison,
21st June—Vancouver 24th May, Flour,
Lumber and General—C. P. R. Co.
MUIKIN, British str., 3,056, Y. A. Thomas, 10th
June—Bukit Papan 2nd June, Bulk Oil—
Angarad, Thorson & Co.
NANCHANG, British str., 1,063, Robertson, 23rd
June—Choo 18th June, General—Butter-
field & Swire.
ONSANG, British str., 1,737, A. J. Smith, 25th
June—Chingwanta 19th June, Coal—
Chinese Engineering & Mining Co.
PATAN, British str., 3,776, E. A. Charlton,
26th June—Shanghai 21st June, General—
Dowell & Co.
PHRANANG, German str., 1,021, Mangelsdorf,
26th June—Bangkok 16th June, Rice—
Butterfield & Swire.
RAJARU, German str., 1,189, C. Wolf, 24th
June—Bangkok 15th June, Rice and
General—Butterfield & Swire.
RAJAN, German str., 1,275, H. C. Rehe, 24th
June—Rajah 18th June, Timber—
Butterfield & Swire.
SABINE RICKMERS, Dutch str., 573, D. E.
Boeve, 19th June—Swatow 18th June,
Kerosene oil—Asiatique Petroleum Co.
SHANTUNG, British str., 1,859, J. Robinson,
20th June—Honray 18th June, Coal—
Butterfield & Swire.
SIAM, British str., 992, Binnes, 23rd June—
Ko 17th June, General—Asiatique
Petroleum Co.
SIGNAL, German str., 907, P. Dose, 24th June—
Haiphong 21st and Hoioh 23rd June,
General—Jesel & Co.
SI-KIANG, French str., 615, E. de Catalano,
18th June—Haiphong 16th June, General—
M. Marquier Maritime.
THALATAP, Dutch str., 2,740, A. W. La Rooy,
24th June—Java 14th and Swatow 23rd
June—Sugar—Java-China-Japan Lijn.
YUNNAN, British str., 1,240, G. W. Eddy, 9th
June—Newchwang 2nd June, Coal—But-
terfield & Swire.
SAFETY VESSEL.
ECLIPSE, British 4-masted barque, 2,995, Jame
White, 12th May—New York 20th June,
Kerosene Oil—Standard Oil Co.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. Syria left
Singapore for this port on the 26th instant, at
9:30 a.m., and is due here on the 31st instant, at
about 6 a.m.

The Apco str. Japan from Shanghai and
Kobe left Moji on the 27th instant afternoon,
and may be expected here on or about the 2nd
prox.

The Bank Line str. Ortric arrived at Kobe
on the 26th inst.

The "Ban" Linie str. Benelux from Antwerp,
Middlesex, and London left Singapore
on the 25th instant for this port.

THE DERBY.

SUNSTAR'S EAST VICTORY.

Sultry, oppressive weather culminated in a
heavy storm at Epsom, but fortunately this did
not occur until after the Derby had been decided.
Their Majesties the King and Queen were
present, as also their Royal Highnesses the
Duke and Duchess of Connaught, Princess
Patricia, Prince Arthur of Connaught, Prince
Christian, and Princess Victoria. The general
attendance was enormous, perhaps the largest
on record, and Coronation Derby Day will live
long in memory for a variety of reasons, not
the least of which was the magnificent
triumph of public form as exhibited by Sunstar
and Stedfast, who, as was the case in the
Two Thousand Guineas, finished first and
second. It was also remarkable as the
first occasion on which a French jockey has
ridden the winner, and George Stern, whose
record in France is little short of marvellous in
the classic races, may now be congratulated on
ample compensation for his narrow defeat on M.
Edmond Blanc's Jardly, who was *prosime accessit*
to Lord Rosebery's Cicero, and again on Mr. W.
Raphael's Louviers, who succumbed by a short
lead only to King Edward's Minnow. It was
also Mr. J. B. Joel's first racing experience
as far as the Blue Riband of the Turf is concerned,
though he has had two winners of the
Oaks in Our Lassie and Glass Doll, a St.
Leger hero in Your Majesty, and, of course, a
Two Thousand winner in Sunstar, surely a fine
record, independent of the many other important
races which have fallen to his share since Charles
Sunstar entered home an easy winner
by two lengths. Four lengths behind Lord
Derby's colt Royal Tender was third, and then came Phryxus fourth. Eton Boy, Cellini, Ban-
nockburn, Bachelor's Hope, Sydmonton, and At-
mash next in the order named, and tailed off was
Kel d'Or, who did not pass the post. It after-
wards became known that there was valid
excuse for the poor display of King William,
as he pulled up lame, and it may be feared that
worse luck the winner, Sunstar, who is said to
have broken down and may have finished his
racing career.—London Morning Post.

BY ROYAL WARRANT

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WEATHER REPORT.

On the 27th at 12.5 p.m.—The depression in
the North remains over E. Manchuria.
The area of low pressure still extends from
Tongking across S. China to the Eastern Sea.
Pressure is relatively high over the Pacific
to the Eastward of the Bonins, and over the
South part of the China Sea. It is giving way
over S. Japan.

Fresh strong monsoon will continue to pre-
vail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at
10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:

Hongkong & Neighbourhood...
Formosa Channel... Same as No. 1.
South coast of China between Hongkong and Lamock... Same as No. 1.
South coast of China between Hongkong and Hainan... Same as No. 1.
* S.W. winds, fresh; squally, showery.

HONGKONG TIDE TABLE.

From June 28th to July 4th, 1911.

HIGH WATER. LOW WATER.

Days of Week.	Days of Month.	H'kong Mean Time.	H'kong Mean Time.	Height ft. in.
Wed.	28	9.48	8 0 5	3 5 0
Thurs.	29	0 18	4 0 0	5 22 a 0 2
Fri.	30	1 13	4 0 0	3 48 a 3 1
Sat.	1	1 24	7 2	6 57 a 0 4
Sun.	2	2 7	4 1	5 24 a 3 5
Mon.	3	2 19	6 6	7 46 a 0 9
Tues.	4	2 29	4 3	6 25 a 3 7
	5	3 49	4 5	7 56 a 3 2
	6	2 34	5 2	9 26 a 1 8
	7	4 36	4 9	10 10 a 3 6
	8	5 38	4 6	10 15 a 2 2

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, June 27th.

	Previous Day at 4 p.m.	On Day at 10 a.m.	On Day at 4 p.m.
Barometer.....	29.62	29.70	29.65
Temperature.....	85	85	86
Humidity.....	76	76	74
Wind Direction.....	SW	SW	SW
Force.....	4	3	4
Weather.....	sq	sq	sq
Rain.....	0.02	—	—

Highest open air Temperature on 26th 87

Lowest open air Temperature on 26th 82

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of
or preceding the departure of the English
Mails; also Table of the Yearly
Approximate Averages for 36 years
From 1874 to 1909.

Price \$2 Cash. On sale at the "DAILY
PRESS" Office, or Local Booksellers.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP...			JAVA	First half of July
TJIBODAS ...	JAVA	First half of July	SHANGHAI	First half of July
TJITAREGM...	JAPAN	First half of July	JAVA	First half of July
TJITIWONG	JAVA	Second half of July	SHANGHAI	Second half of July
TJIMAH...	JAVA	Second half of July	JAVA	Second half of July
TJIPANAS...	JAVA	Second half of July	JAVA	Second half of July
TIKIKNI	JAPAN	First half of Aug.	SHANGHAI	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

SHIPPING

ARRIVALS

LOOOG SANG, British str., 1,691 G.W. G. Leah, 27th June—Manila, 24th June, General—Jardine, Matheson & Co.
NANSHANG, British str., 27th June—Canton.
PRINZ EITEL FRIEDRICH, German str., 4,831, E. Malchow, 27th June—Shanghai, 23rd June, General—Melscher & Co.
PRINZESS ALICE, Ger. str., 6,629, G. Grossch, 27th June—Hamburg, 18th May, General and Mail—Melscher & Co.
SHING MARI, Japanese str., 3,718, K. Idzuki, 27th June—Moji 21st June, Coal & Co.
SOSHU MARI, Japanese str., 1,119, K. Suka, 26th June—Swatow, 25th June, General—Osaka Shosen Kaisha.
SPEZIA, German str., 3,800, W. Fauss, 27th June—Singapore, 21st June, General—Hamburg-Amerika Linie.
TROCH, British str., 4,871, H. Miller, 26th June—from Takariki, Liquid fuel—Asiatic Petroleum Co.
ZAPPIGO, American str., 1,408, M. C. Smith, 27th June—Manila, 24th June, General—Shewan, Tomes & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, 27th June.
Chinkiang, British str., for Shanghai.
E. F. Ferdinand, Austrian str., for Singapore.
Monteagle, British str., for Keelung.
Pathan, British str., for Singapore.
P. E. Friederich, German str., for Europe, &c.

DEPARTURES

27th June.
CEYLON MARI, Japanese str., for Singapore.
CHENGKINGH, British str., for Canton.
HAIKAN, British str., for Swatow.
HAMBURG, British str., for Singapore.
INDRA DHO, British str., for Shanghai.
KJANG PING, Chinese str., for Canton.
MENTIO MARI, Japanese str., for Keelung.
NISUO, British str., for Amoy.
ONSONG, British str., for Canton.
SEAHNEE, British str., for Amoy.
TAMING, British str., for Manila.

PASSENGERS

ARRIVED
Per Loong San, from Manila, Mr Buckley.
Per Princess Alice, for Hongkong, from Southampton, Mr and Mrs C. May, Miss Barbara Rutherford, from Genoa, Rev. Peter G. Westers, Rev. Peter Job von Hagen, Binder Adrienne Winkler, Dr. Jean Genesais, Mr Paul Kunckel, Mr and Mrs P. Kuppers, Capt. Wagni, from Penang, Mr A. H. Ferguson from Singapore, Mr E. H. Begemann, Miss G. M. P. Engelbrecht, Messrs Y. Mitsui, H. Hirata, J. Majima, K. Jozawa, I. Kamei, H. Jugawa, M. Abraham, Dr. Schultz, Mr J. S. Odam, Mr. Kisselow and Mr. D. Andello.
DEPARTED
Per Hailan, for Amoy, Mr L. A. Thomas, for Foochow, Mr and Mrs F. E. McHugh.

VESSELS EXPECTED

THE AMERICAN MAIL
The P.M.S.S. Co. str. Mongolia from San Francisco sailed from Yokohama on the 24th instant, en route to Hongkong, and is due to arrive at Hongkong on the 7th prox.

The T.K.K. str. America Muri left San Francisco with U.S. mail 14th inst., and is expected to arrive here on about 11th prox. via Japan Ports.

The T.K.K. str. Tokyo Muri left San Francisco on the 21st inst., and is due to arrive at Hongkong on the 18th prox.

THE AUSTRALIAN MAIL
The E. & A. str. Empress left Sydney on the 11th instant for this port, via Queensland ports, Port Darwin and Manila.

THE CANADIAN MAIL
The C.P.R. Co. str. Empress of Japan left Vancouver, B.C., for Hongkong (via usual ports of call) on the 21st instant, p.m.

MERCHANT SHIPS
The O.S.K. str. Chicago Muri left Tacoma for this port via Japan and Manila on the 27th ultimo, and is due here on or about the 3rd prox.

The O.S.K. str. Canada Muri left Tacoma for this port via Japan and Shanghai on the 10th instant, and is due here on the 13th prox.

The Barber Line str. Setsuma left New York on the 10th instant for Hongkong and Far East.

The T.K.K. str. Kiya Muri arrived at Honkong on the 24th instant, from South America, and is due to arrive at Hongkong on or about 1st August.

STEAMERS PASSED THE CANAL

May 30th—Helene, Rickmers, Indian, Reigate, Spezia, Baron Minto, June 2nd—Bellophon, Bendtsen, Beulor, Deudorix, Kubojo, Padua, Patroclus, Saxon, Syria, Ingria, 6th—Cardiganshire, Liberia, Nippon, Ville de la Ciotat, 9th—Indrasanha, Kanagawa, Maria, Prometheus, 16th—Austria, Katina, Menon, Mourne, 20th—Agamemnon, Australian, Sicilia, Perseus, Scilla, Baron Driessens.

ARRIVALS AT HOME

June 20th—Glamorganshire.

ON SALE

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver
FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
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AND PORT SAID.
(Taking Cargo at through rates to the PERSIAN
GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"E. FRANZ FERDINAND,"
Capt. B. Cobol, will be despatched as above

TO-DAY, 28TH JUNE, AT 2 P.M.

This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess. For information to Passage and Freight apply to

SANDER, WIELER & CO.,
Agents,
Princess Buildings,
Hongkong, 12th June, 1911. [3]

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "PATHAN" ... On or about 28th June.
FOR BOSTON AND NEW YORK.
S.S. "LOVAT" ... About 7th July.

For Freight and further information, apply to
BODWELL & CO., LTD.,
Agents.

Hongkong, 21st June, 1911. [822]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAE,"
Capt. S. H. Nelson, will be despatched for the above Ports on FRIDAY, the 30th inst., at NOON.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to
DAVID SASSEN & CO., LTD.,
Agents.

Hongkong, 27th June, 1911. [878]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA,"
Captain E. P. Martin, E.N.E., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 8th July, 1911, at NOON, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MARMORA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure to Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. EGYPT, due in London on the 20th August, 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 26th June, 1911. [1]

SHIRE LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"
Captain Cochran, will be despatched as above about 11th July.

For Freight or Passage, apply to
JARDINE, MATHERSON & CO., LTD.,
Agents.

Hongkong, 19th June, 1911. [850]

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

H 壬英中年十五

FROM 1ST JANUARY, 1864 TO 31 DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 26TH CYCLE TO THE 50TH YEAR OF THE 27TH CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOB	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE.	CEYLON	5 P.M., 29th June	Freight only
NANG, COLOMBO, PORTS SAID and MARSEILLES	Capt. A. E. A. Baker	June	
SHANGHAI, MOJI, KOBE, SYRIA	D'light, 2nd July	Freight and Passage.	
SHANGHAI, ASSAYE	About 6th July	Freight and Passage.	
SHANGHAI, ...	Capt. G. W. Cockman, R.N.R.		
LONDON via USUAL PORTS DELTA	Noon, 8th July	Sea Special Advertisement.	
LONDON and ANTWERP via SINGAPORE, PE.	Capt. E. P. Martin, R.N.R.	July	
NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. F. J. Fox	About 12th July	Freight and Passage.

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 28th June, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Green	FRIDAY, June, 30th, Noon
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENOY MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 16th, Noon

† Triple Screws, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMODZU, YOKOHAMA and HONOLULU, on FRIDAY, 30th June, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO) Only Regular Direct Service to MEXICAN, PERUVIAN and CHILEAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinokuma	WED'DAY, Dec. 13th, Noon

T. The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG.

to SAN FRANCISCO	£ 45.0-0, Single
" NEW YORK	£ 60.0-0 "
" LONDON	£ 71.0-0 "
"	£ 120.0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	£ 125.0-0, " 24 "
" VALPARAISO	£ 140.00, Single
	£ 160.00, " 24 "

SPECIAL RATES (First Class Only) are granted to the unmentioned and their families when travelling at their own expense.—

TO EUROPEAN POINTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificient steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENOY MARU" and "CHIYO MARU" are fitted with Turbine Engines and

Triple Screws. Record Speed 2½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars apply to

K. MATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS	TONS	SAILING DATES
MARSEILLE, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZU and PORTSAID	7,000	SUNDAY, 9th July, at Daylight
MIYASAKI MARU	9,000	WED'DAY, 19th July, at Daylight
KAMAKURA MARU	7,000	SATURDAY, 15th July, from Kow
VICTORIA B.C. & SEATTLE	7,000	TUESDAY, 18th July, at 4 P.M.
TAMBA MARU	7,000	TUESDAY, 18th July, at Noon
AWA MARU	7,000	TUESDAY, 15th Aug. at 4 P.M.
NIKKO MARU	6,000	FRIDAY, 7th July, at Noon
KUMANO MARU	6,000	FRIDAY, 4th Aug. at Noon
KUMANO MARU	6,000	TUESDAY, 4th July, at Noon
IYO MARU	7,000	THURSDAY, 6th July, at 1 P.M.
BOMBAY MARU	5,000	TUESDAY, 11th July, at 1 P.M.
COLOMBO MARU	5,000	WED'DAY, 5th August, at 1 P.M.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return, Kobe Return, Moji Return, Nagasaki Return.

1ST CLASS \$120 \$110 \$100 \$90

2ND " \$80 \$70 \$60 \$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information apply to—

14-40 T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION)

STEAMERS	TONS	SAILING DATES
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY	27,000	SATURDAY, 15th July, at 1 P.M.
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY	27,000	FRIDAY, 11th Aug. at 1 P.M.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.	27,000	26th Aug. at 1 P.M.
WED'DAY, 12th July, at 11 A.M.	6,182	1st A.M.
WED'DAY, 9th Aug. at 11 A.M.	6,178	1st A.M.
WED'DAY, 6th Sept. at 11 A.M.	6,182	1st A.M.
TUESDAY, 25th July, at 11 A.M.	6,063	22nd Aug. at 11 A.M.
TUESDAY, 22nd Aug. at 11 A.M.	5,039	22nd Aug. at 11 A.M.

• Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

The P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOYAMA, YOKOHAMA and HONOLULU, on SATUEDAY, 15th July, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 1 P.M.

CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOYAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PEERSIA First Class.

SAISON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York £25.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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THOS. COOK & SON.

TOURIST, STEAMSHIP & FOEWARDING AGENTS,

BANKERS, &c.

Head Office for the Far East: 16, DES VIEUX BOIS D. FONGFONG.

SHANGHAI: 2-3, FOOCHEW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHINE OFFICES—LUDGATE CIRCUS, LONDON, E.C.

750

**PET. WILH. KROMMES
ELBERFELD.**

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

COMMERCIAL.
—
EXCHANGE
CLOSING QUOTATIONS.

		June 27th.
ON LONDON:	Telegraphic Transfer	19½
	Bank Bills, on demand	19½
	Bank Bills, at 30 days' sight	19½
	Bank Bills, at 4 months' sight	19½
	Credits, at 4 months' sight	19½
	Documentary Bills 4 months' sight	10½
ON PARIS:	Bank Bills, on demand	228
	Credits, at 4 months' sight	232
ON GERMANY:	On demand	184
	Bank Bills, on demand	434
	Credits, at 60 days' sight	444
ON HAMBURG:	Telegraphic Transfer	134
	Bank, on demand	135
ON CALCUTTA:	Telegraphic Transfer	134
	Bank, on demand	135
ON SHANGHAI:	Bank, at sight	74
	Private, 30 days' sight	75
ON YOKOHAMA:	On demand	88
ON MANILA:	On demand—Pesos	88
ON SINGAPORE:	On demand	77
ON BATAVIA:	On demand	108
ON HAIPHONG:	On demand	14 1/2 pm
ON SAIGON:	On demand	1 1/2 pm
ON BANGKOK:	On demand	84
SOVEREIGN, Bank's Buying Rate	\$11.00	
GOLD LEAP, 100 fine, per tael	\$57.60	
BAR SILVER, per oz.	243d.	
SUBSIDARY COINS.		per cent.
Chinese ... 20 cents pieces	... 37.01	discount.
Chinese ... 10 " " 765		
Hongkong ... 20 " " 700		
Hongkong ... 10 " " 758		

35) CHINESE SUBSIDARY COINS.

SHARE LIST.—QUOTATIONS. HONGKONG, JUNE 27TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS, CASE.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$885, buyers
National Bank of China Limited	99,925	\$7	26	\$80, buyers
China Boras Company, Limited	60,000	\$12	all	\$89, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.15, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7, buyers
COTTON MILLS—				
Two Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 83.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$55, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46.
Laou-Kung-Mow C. Spin & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 53.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	\$72	86	\$21, buyers
DOCKS AND WHARVES—				
Hong Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55,
New Amy Dock Co., Limited	10,000	\$64	all	\$83, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 52.
Shanghai and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 84.
Fenwick & Co., Limited	12,000	\$25	all	\$4, sellers
Green Island Cement Co., Limited	400,000	\$10	all	\$33, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$195.
Hongkong Electric Co., Limited	60,000	\$10	all	\$212, buyers
Hongkong Hotel Company, Limited	12,000	\$80	all	\$120.
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$75.
Hongkong Ice Company, Limited	50,000	\$25	all	\$111, sellers
Hongkong Hopo Manufacturing Co., Limited	50,000	\$10	all	\$180, sellers
Hong Kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$173, buyers
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$180, buyers
China Fire Insurance Co., Limited	20,000	\$100	all	\$119.
China Traders Insurance Co., Limited	24,000	383.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$332, buyers
North-China Insurance Co., Limited	10,000	\$15	45	Tls. 156, buyers
Union Insurance Society, Limited	12,400	\$250	all	\$800, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$200, @ Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$94, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$64.
Kowloon Land and Building Co., Ltd.	6,000	\$60	all	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94.
West Point Building Co., Limited	12,500	\$50	all	\$47.
MINING—				
Societe Francaise des Charb'ges du Tonkin	16,000	Frs. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	£1	all	\$22, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$124.
Philippine Co., Limited	50,000	\$10	all	\$35, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$81, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$22, sellers
SHIPPING COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19, buyers
Hongkong, Canton & Macao S.C.B. Co., Ltd.	80,000	\$15	all	\$302, sales
Indo-China Steam Navigation Co., Ltd.	60,000	prof. 25	all	£1,65. (£5.17/6
Shell Transport & Trading Co., Limited	2,500,000	£1	all	90/
Star Ferry Company, Limited	10,000	\$10	all	\$243.
South China Morning Post, Limited	5,000	\$10	all	\$151.
Steam Laundry Company, Limited	20,000	\$25	all	\$25.
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$99, buyers
Wm. Powell, Limited	15,000	\$7	all	\$33, buyers
Watkins, Limited	10,000	\$10	all	\$35, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$53, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,000 ordy.	\$10	all	\$4 \$10.
Union Waterboat Co., Limited	1,000 flets	\$10	all	\$300.
UNION—	50,000	\$10	all	\$7.
RUBBER—				
Para Rubber in London	... 3/11½ per lb, sellers			
Loans	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7½ p. annum.	Par.
				VERNON & SMYTH, Share-Brokers.

TELE. ADDRESS: MARINEWORK. 司公限有林威積 FONE 358.

WILLIAM C. JACK & CO., LTD.
Gas Lighting, Heating and Cooking.

The most Efficient, Economical,
and Reliable is the

British Welsbach System.

The Welsbach guaranteed burners, with Mantles
of Welsbach Manufacture and Welsbach Artistic
Fittings, make Welsbach not only the lightest but the
most beautiful of all lights.

Also the Welsbach Kerosene Incandescent Lamp
gives the highest results with the lowest consumption.

Every description of Gas Fittings, Heating and
Cooking Stoves, Oil Incandescent Lamps, Oil Cooking
Stoves and Accessories, can be seen at the Show-
rooms.

14, Des Voeux Road.
Central, Hong Kong.

(Sole Agents for The Welsbach Incan-
descent Gas Light Co., Ltd, London.)

Welsbach Incandescent Petroleum
Burner.

Fro. 60.
Candel. Candel.
A. 120. 120.
A. 200. 200.

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